CITY OF KIRKLAND CAPITAL IMPROVEMENT PROGRAM 2019 TO 2024

PROJECT #	NMC0810000
DEPARTMENT	Public Works
DEPARTMENT CONTACT	Rod Steitzer

PROJECT	CKC TO REDMOND CENTRAL CONNECTOR		
TITLE			
PROJECT	Willows Rd NE from NE 124th St to 139th Ave NE	PROJECT STAR	T PROJECT STATUS
LOCATION		2018	Modified Project

DESCRIPTION/JUSTIFICATION

Install 1,850 linear feet of shared-use path, including, to the maximum extent feasible, an ADA compliant pedestrian route to connect the Cross Kirkland Corridor to the Redmond Central Connector.

REASON FOR MODIFICATION (WHERE APPLICABLE)

Total Project cost changed from \$2,500,000 to \$2,739,000 based on updated estimate and to account for grant unreimbursable costs; Method of Financing modified to reflect new percentages.

	PRIOR YEAR(S) BUDGET TO ACTUALS		METHOD OF FINANCING (%)		
			BUDGET TO ACTUALS Current Revenue		27%
			Reserve		0%
COUNCIL GOALS	Budget	\$1,500,000	Grants	State App (\$2,500,000)	73 %
Balanced Transportation	Actual	\$49,247	Other Sources		0%
'	Balance	\$1,450,753	Debt		0%
Public Safety		<i>+</i> = <i>,</i> ,	Unfunded		0%
Neighborhoods					

CAPITAL	Prior							2019-2024	Future	Total
COSTS	Year(s)	2019	2020	2021	2022	2023	2024	TOTAL	Year(s)	Project
Planning/Design/ Engineering	225,000	305,000	70,000	0	0	0	0	375,000	0	600,000
In-House Professional Svcs.	145,000	100,000	15,000	0	0	0	0	115,000	0	260,000
Land Acquisition	0	0	50,000	0	0	0	0	50,000	0	50,000
Construction	1,130,000	1,056,100	465,300	0	0	0	0	1,521,400	0	2,651,400
Comp. Hardware/ Software	0	0	0	0	0	0	0	0	0	0
Equipment	0	0	0	0	0	0	0	0	0	0
Other Services	0	0	0	0	0	0	0	0	0	0
Total	1,500,000	1,461,100	600,300	0	0	0	0	2,061,400	0	3,561,400
NEW MAINT. AND										
OPER.	0	0	0	0	0	0	0	0	0	0
NEW FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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CRITERIA	PROJECT IMPACTS (RESPOND TO ALL SECTIONS WHICH APPLY)
Amount of public disruption and inconvenience caused	Adjacent property owners, pedestrians and motorists will experience minor disruption, equipment noise and potential access constraints during construction.
Community economic impacts	Provides a Class I separated pathway for bicycles and pedestrians. Connects the Redmond valley to the Totem Lake area.
Health and safety, environmental, aesthetic, or social effects	Provides marked facilities to separate pedestrian/bike traffic from general traffic. Encourages non-motorized forms of transportation and active recreation.
Responds to an urgent need or opportunity	Helps fulfill annual increase in pedestrian facilities needed to meet the adopted levels of service as set forth in the Comprehensive Plan.
Feasibility, including public support and project readiness	Existing public support for trail development on both the Kirkland portion and the Redmond/King County portion of the trail(s). Provides a dedicated connection between the two.
Conforms to legal or contractual obligations	Will be designed and constructed in compliance with all legal requirements.
Responds to state and/or federal mandate	N/A
Benefits to other capital projects	Project will tie-together non-motorized facilities that have been, or are proposed for construction.
Implications of deferring the project	Pedestrians will continue to share narrow shoulder along roadway.
CONFORMANCE WITH ADOPTED COMPREHENSIVE PLAN	Name of Neighborhood(s) in which located: <i>Totem Lake</i> Is there a specific reference to this project or land use in the immediate vicinity? How does the project conform to such references? Attachments (Specify)
LEVEL OF SERVICE IMPACT	 □ Project provides no new capacity (repair, replacement or renovation). □ Project provides new capacity. Amount of new capacity provided: ☑ Project assists in meeting/maintaining adopted level of service. □ Project required to meet concurrency standards.